

THE TRADES PARADE A GREAT SUCCESS. Our Manufacturers and Merchants Make By Far the Most Imposing Display Ever Seen Here.

GREAT CROWDS ON STREETS.

The Thoroughfares Crowded With Happy, Admiring Throngs. HANDSOME AND UNIQUE FLOATS. Much Genius Displayed In Presenting Striking Evidence of the Progress and Prosperity of the City. Notable Scenes and Incidents.

The products of Richmond shops and factories and the wares of Richmond merchants were on the streets yesterday. They made a display more gorgeous and far more impressive than the most enthusiastic lover of the great city ever believed possible. The first great carnival parade did more than has been done in years to make Richmond people acquainted with Richmond—her industries, her trade importance, and, above all, her possibilities. The first carnival parade was successful beyond the hopes of the most sanguine. It was magnificent as illustrating the importance of the city in the industrial and commercial world—the energy and enterprise of her citizens. It was significant in that it showed a great awakening—an arousing to renewed activity—a realization of splendid possibilities.

It is impossible to say how many people witnessed the great display. The people in Richmond who did not see it were few. Every business house closed its doors while the parade was moving—or, at least, suspended without the actual closing. It seemed as if business establishments and residences were allowed to take care of themselves strictly, while everybody assembled along the crowded sidewalks to see the display which every one described as wonderful.

MANY VISITORS IN TOWN. There could not have been less than 25,000 country people in the city. Thousands came Tuesday, despite the rain, and remained until yesterday to see the parade. Thousands who feared to leave the rain could not remain at home when the fair weather came, and they flocked to Richmond on early trains yesterday in immense numbers.

The weather was perfect. It was dry, the sun was bright, the air had in it but a suggestion of November. The rain which had fallen all day Tuesday during the visit of President McKinley and his Cabinet, ceased before daylight. Nobody saw the sun rise, for when his getting-up time arrived black clouds covered the heavens. At 9 o'clock the sun broke through the clouds, and the people, who were waiting away before a fresh breeze. At 10 o'clock the sun broke through the clouds, and never did his smile seem brighter or more beneficent. From this time until the parade had ended, indeed, until the sun had gone to rest, the weather was perfection.

LONG, BUT NOT TIRESOME. It was a few minutes of 11 o'clock when the procession started, the head at Third and Broad streets. It was nearly three hours later to a minute when the last float reached the point of dispersal. Twenty-second and Main. The procession seemed interminable, but it was never tiresome. The freshness of novelty was a feature of every display. The crowds never grew tired of looking. They never grew tired of expressing their pleasure. For the parade moved from start to finish through solid walls of humanity, every man among the spectators cheering or waving his hat, every woman doing her handkerchief or clapping her hands, every boy and girl employing all the means known to childhood to express enthusiasm.

UNIQUE IN CITY'S HISTORY. The cheering, the long line of gayly-bedecked floats, the vari-colored bunting streaming in the breeze on every hand, made the scene along the entire line one of surpassing brilliancy. The decorations were by far more lavish than were ever before in Richmond before. The residence or business-house along the line of the procession which did not display the national colors in some design was by far the exception. The floats were decorated with red, white, and blue, and were decorated in the skies.

DETAILS OF THE GREAT PARADE. The Procession Well Handled and a Credit to City's Business Interests. The parade was nearly an hour late in moving, but long before the time appointed the sidewalks were jammed. It was to have started at 10 o'clock. At 9 o'clock the people were struggling for places along the streets. At 10 o'clock the sidewalks had overflowed out into the streets, and police and marshals were busy clearing a way for the parade.

Behind the Manchester exhibit came the float of the T. P. A. A. attracted much attention. Two negroes carrying a skeleton sitting astride a horse, and a woman's anatomy. Many of the colored spectators, who stand in mortal fear of Chris. Baker, insisted that he was the bearer of the skeleton.

his final work in seeing that the floats were in their proper position. The floats were on the side streets from Third and Broad to Eleventh and Broad. It was the duty of the marshals to get them out to Broad and in their proper positions. This was accomplished with considerable difficulty, as the people crowded everywhere, and so densely that they could only be moved slowly.

THE PROCESSION MOVES. Finally, everything was in readiness, and the parade started. At the head were Chief-Marshall Travers; his chief of staff, Mr. Henry Lee Valentine, and a dozen aides. Preceding the marshal was a detachment of mounted police under Captain Hulce, of the Third District, who wore, by the way, the gold medal presented him a year or so ago.

Next came the Soldiers' Home Band, of Hampton, one of the crack musical organizations of the State, and immediately behind them were carriages containing Governor Tyler and Mayor Taylor, Auditor Morry and Mr. Lee Moore, his chief clerk, Mr. Thomas Hagar, Clerk of the House of Delegates, and City Engineer Cutshaw, and City Auditor Phillips; Colonel W. G. Moore, of Wytheville, a member of the Governor's staff, and Colonel John S. Harwood, of this city. After them came carriages containing members of the City Council, the Manchester Council, and the Carnival Committee. Governor Tyler and Mayor Taylor were the recipients of the most flattering applause throughout the entire length of the line, having to remain uncovered nearly the entire time in acknowledgment of the cheering. Mr. Sam Stern, who was the first man in Richmond to suggest the carnival parade, was liberally cheered the whole distance. Mr. Stern was waving his flowers and his silk tie in response to the salutes of the crowd. Once he dropped his hat, but a spectator restored it before it had greatly suffered. In the carriage with him were Captain John A. Curtis, Clyde W. Saunders, and Chris Manning.

Behind the carriages came big Sergeant Junius A. Cosby, of the Second Police District, and then came the naval volunteers from Norfolk. This was the only military organization in line. The fine military of the Virginia tars created a splendid impression, and evoked the most enthusiastic applause.

Cigarmakers' Union, No. 12, made a large display, and the float of the T. P. A. attracted much attention. Two negroes carrying a skeleton sitting astride a horse, and a woman's anatomy. Many of the colored spectators, who stand in mortal fear of Chris. Baker, insisted that he was the bearer of the skeleton.

MANCHESTER'S GOOD SHOW. Then followed the Manchester exhibit. It was the float of the most complimentary character. The line was a long one and embodied features of the leading manufacturers and business-men of the city. Manchester was given a place near the head of the whole great parade. This head of the whole great parade. This head of the whole great parade.

Next to the naval volunteers came a large detachment of students from the University College of Medicine, who received an ovation of applause along the entire line. A feature—a characteristic feature—of the student detachment was a negro carrying a skeleton sitting astride a horse, and a woman's anatomy. Many of the colored spectators, who stand in mortal fear of Chris. Baker, insisted that he was the bearer of the skeleton.

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the floats illustrative of every line of trade and every branch of industry. It is apparent that each exhibit cannot be described in detail. There were nearly one hundred and fifty establishments represented in the line. Many had as many as a half dozen floats. Many had more.

Barton Heights sent a hook and ladder truck and fire engine as its exhibit, bearing streamers telling of the advantages of this thriving suburb. Highland Springs' float was very handsome, and the two young ladies in it did not lessen the applause of the spectators.

THE DRY-GOODS HOUSES. The float of Drury, Hughes & Co., dry-goods dealers, was extremely artistic, and created much applause, though it was not more catchy than that of Miller & Rhoads, which represented a fort, in which was a disappearing gun. Every few minutes this gun would appear and fire a charge of advertising matter into the crowd. Then it would disappear. This was one of the novel features of the parade.

One of the ingenious and tasteful floats of the display was that of The City, representing as many nationalities and clothed in the materials handled by this dry-goods house.

No less attractive was the float of Pemberton, Cordes & Morby, which was one of the largest and most attractive of any of the dry-goods exhibitors.

The gorgeous allegorical float of the Mayor store was one of the most beautiful in the parade.

Behind them came thirty-six tourmaline knights, in full costume, mounted on handsome steeds, drafting from one side of the street to the other. The knights made a most brilliant sight.

A large detachment of glass-blowers, from the Southern Glass Company, surrounding a float on which men were at work making glass, attracted great attention and evoked much applause. The operatives, marching after the float, carried glass canes.

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parade, its value running away up into the thousands. This was the float of L. Buchanan & Son. Arranged against a background of blue and green were almost every article made of silver and gold, the whole effect being dazzling as well as beautiful.

An immense plate-glass, standing upright on a four-wheeled float, was a conspicuous display by Dineen & Co. A large detachment of glass-blowers, from the Southern Glass Company, surrounding a float on which men were at work making glass, attracted great attention and evoked much applause. The operatives, marching after the float, carried glass canes.

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lon Works, where is located the only plate works in the South. Following the float came the employees of the rail-works—bravely men marching steadily along—headed by the president of the company, Mr. Arthur B. Clarke. The exhibit of the Old Dominion Works, the oldest industrial establishment represented in the parade, was extremely creditable.

IN PEACE OR WAR. The Southern Railway Supply Company had a fine exhibit. On a large float was mounted the face of a 12-inch gun, with beneath it lay the cornucopia of peace, supposed to represent that the company is ready to supply railways with all they need in peace and in war.

The Virginia and North Carolina Wheel Company had a splendid display. The most conspicuous feature of it was a streamer stating that the company wished to purchase every hickory, dogwood, and persimmon tree in Virginia and North Carolina.

The Paper Company were conspicuously represented on a magnificent float, and F. L. Brumer & Co. had a fine display.

NEGRO QUARTETTE SANG. One of the prettiest displays in the parade, and one of the most artistic, was that of the Virginia-Carolina Chemical Company. On a large platform was erected a pedestal, on the top of which were arranged seats occupied by a quartette of negro musicians with guitars and banjos. They were almost hidden from view by shocks of corn and piles of cured tobacco.

At the base of the pedestal were racks of the various brands of fertilizers made by the company. The singing of southern plantation songs by the negroes excited the applause of the crowd all along the route of the parade. It is understood that there were sixteen quartettes among the colored employees of the chemical works that competed for the honor of appearing in the parade. The float was designed by Mr. Frank R. Daney, of Norfolk.

THE OLD AND THE NEW. The exhibit of the harvesting machinery of the McCormick Company was very impressive. Following a graceful float, on which Victory was written in large letters, came a display of reapers, mowers, horse-rakes, and other machinery, the reapers and mowers clacking away as they were driven along the street. But preceding the modern machinery came first an ancient dinky carrying a reaper of sixty years ago; then negroes carrying old-fashioned grain-cradles and followed by their "binders" with rakes, all the dinkies wearing their red shirts in greatest style. It was a pretty display.

The exhibit of the harness and leather trade was exceedingly good. The dealers making exhibits were the Cretell Saddlery Company, D. A. Ainslie, J. H. Dickerson, Benjamin T. Crump, D. S. Lohoe, and D. A. Brown. Mr. Smith, manufacturer of vehicles, had an excellent display.

THE HORSELESS CARRIAGE. The "horseless" carriage of the parade never failed to tickle the risibles of all who saw it. This wonderful vehicle was so well constructed that it was a real automobile, with a displaceable white made to it. Both made a great hit.

An automobile could hardly have attracted as much attention. Everybody riding first the great, stirring words on a wide-spreading car. The "Horseless Carriage" then looked to see what the curious thing looked like. The look produced a smile, and the eyes of the spectator turned to the next exhibit in the line.

Snyder's pump exhibit was very attractive. A pump at work attracting much attention. A windmill whirling away was also an attractive feature. An Artesian well-drilling outfit was also an interesting feature.

The Broad-Street Loan Company had a float in the parade. Following it was a very pretty float representing the Granite Building Company, then a float carrying an immense bag supposed to be filled with money, and labeled \$2,000,000, supposed to represent the surplus of the Virginia State Insurance Company. Around it lay a number of smaller sacks, supposed to contain coin of the realm. Behind this float marched probably one hundred of the agents of the Metropolitan Life Insurance Company.

Equitable Life Insurance Company had a fine display, though not specially elaborate. Percy S. Read had a regular real-estate office on wheels, and he and his clerks with what they were they going to do. What on earth were they going to do. What on earth were they going to do. What on earth were they going to do.

THE TOBACCO EXHIBIT. The exhibit made by the tobacco manufacturing firms which were represented in the parade at all was most creditable. Both smoking and chewing tobacco were exhibited, and bags of each were thrown into the crowd. Wherever a quail or a pigeon fell there was a mighty scramble for it.

The ladies even took part in the free-for-all push and pull for the samples. What on earth were they going to do. What on earth were they going to do. What on earth were they going to do.

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CRUISERS TO BE BUILT IN RICHMOND. It is Now Practically Assured That the Trigg Company Will Get a Contract for One or More.

Recent developments have practically determined that the W. R. Trigg Ship-Building Company, of this city, will be awarded a contract by the government to build at least one of the cruisers provided for in the plan to enlarge the United States navy. Friends of Mr. Trigg hope and believe he will get a contract for two cruisers, inasmuch as his bid, which was opened in Washington yesterday, was the lowest one for two cruisers, and if the regular plan is followed and the contract is awarded to the lowest bidder the expectations of the friends of Mr. Trigg will surely be realized. The logical result of the securing of this

contract will be the enlargement of the ship-yards. The plans for carrying this into effect have been under contemplation for some time, as previously announced in the Dispatch, and last Thursday a transfer was made to the ship-building company of all the right, title, and interest of the Chesapeake and Ohio Railway Company in the land adjoining the present yards. Other rights have also been acquired, and it is probably only a matter of weeks before the proposed new yards will be in course of construction.

MR. TRIGG IS DELIGHTED. Mr. W. R. Trigg, president of the Ship-Building Company, returned from Washington last night. He was in a particularly happy frame of mind as a result of the brightening prospect of the contract for two cruisers, which is already recognized as one of the leading and most important industries of the city.

"Yes," he said to a reporter, "our bid is the lowest bid for two cruisers. I do not think, however, we shall get the contract for more than one. There are out of us all close together, and I believe we shall each get one. I shall be quite satisfied with this arrangement."

THE TRUE SIGNIFICANCE. The true significance of the award of a contract for a cruiser to the Trigg Company at this time will be a matter of importance to many people. It means the recognition of the city of Richmond by the government as one of the largest ship-yards of the country. It means, further, the vast development of a colossal enterprise fostered by local capital, and it ensures great improvements in the city's harbor and the consequent increase of the shipping trade.

The comparison has often been noted of late between the location of the great ship-yards of Scotland and the one that has so lately sprung into existence on the James river. It is not unreasonable to expect that the Richmond enterprise, which has made such wonderful strides in twelve short months, and is about to be placed on the list of the great ship-yards of the country, shall grow as the celebrated yard on the Tyne has grown, over which the Richmond yard has infinite advantages.

WHAT OUR VISITORS SAY. Mr. Trigg saw several of the Cabinet officers and other high government officials who visited the city on Tuesday, while he was in Washington yesterday, and he says, that one and all spoke in the warmest terms of praise of their reception in Richmond. They were very much impressed, he says, with the ship-yards and the natural advantages afforded the enterprise, and spoke in confident terms of its future.

A very gratifying feature of the progress made by the Richmond yards is the cordial feelings that exist between the Trigg Company and other firms of ship-builders. There are no petty jealousies, and some, at least, of the other companies have welcomed Richmond as a competitor. A particular instance of this was furnished on the day of the launching of the Shubrick, when the Union Iron-Works, of San Francisco, builders of the world famous Oregon and Olympia, sent warm congratulations through the president.

Mr. Trigg received two telegrams, one from each principal in the firm. The first came from the Pacific Slope, and was signed Irving M. Scott. It read: "Shake over the realization, Mr. Trigg, of the Oregon or Olympia await the Shubrick and her builder. We wish you success at every point. The Pacific dips her colors to the Atlantic."

The second telegram was dated Washington, and was signed Union Iron-Works. It read: "The golden gate of Virginia, the Pacific opens wide its door to the James, and the builders of the Oregon and Olympia bid God-speed and best wishes to the builders of the Shubrick, and under the stars flag the West joins with the South in devotion."

ONLY ONE OPINION. Mr. Trigg has been deluged with congratulations over the successful launching of the Shubrick. It went off with smoothness that would have been commendable if it had been the fifth boat, instead of the first. It has been generally conceded that the docks would not have accommodated many more people than assembled there, despite the gruesome weather conditions.

The yards were closed yesterday, but will be in full swing again to-day. Chief Foreman of the Yards Forbes had a force of nine men at work pulling the cradle, on which the Shubrick rested, out of the channel. The launching he considers a grand success, and expects to have the Shubrick ready to glide from the ways within a month or so. The other boats will soon be completed, and by spring the five boats now being built will all be afloat.

The Shubrick was tied up in the dock yesterday. It will probably be completed in about two months. The inability of Postmaster-General Smith to attend the launching was due to a previous engagement. To attend the dinner of the Pennsylvania Society of New York city.

The tug "Lion" is still at the bottom of the dock. She will probably be raised to-day.

THE BIDS OPENED YESTERDAY

Richmond Lowest Bidder, Except One, For Two Boats.

PRESIDENT TRIGG EXPECTS ORDER

Ship-Yards to Be Enlarged at Once—C. & O. Transfers Land for a Ship—Great Dry-Dock to Be Built—Other Property Rights Secured.

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THE BIDS OPENED YESTERDAY. This the impression in Washington—Great Rejoicing There. WASHINGTON, D. C., November 1.—(Special Telegram.)—The successful launching of the torpedo-boat Shubrick yesterday at the William R. Trigg shipyard, Richmond, came the opening of bids to-day for the six sheathed and coppered cruisers authorized by the last Congress, and the Trigg Company will get two of them.

These vessels will be of about 2,200 tons displacement, a little larger than the Raleigh, a Cincinnati class. The speed is to be not less than 14-15 knots. The new ships will have twin screws and a battery composed of ten 5-inch guns, one of the leading and most important industries of the city.

"Yes," he said to a reporter, "our bid is the lowest bid for two cruisers. I do not think, however, we shall get the contract for more than one. There are out of us all close together, and I believe we shall each get one. I shall be quite satisfied with this arrangement."

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